

25X1

COUNTRY Eastern Germany

TOPIC Wittstock Airfield

25X1 EVALUATION PLACE OBTAINED 25X1

DATE OF CONTENT 8 July to 30 August 1952

25X1 DATE OBTAINED DATE PREPARED 13 October 1952

25X1 REFERENCES

PAGES 6 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto

REMARKS

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1. The following air activity was observed at Wittstock airfield between 8 July and 10 August 1952:
 - 8 July. After 8 p.m., four jet fighters took off from the field at intervals of about 5 minutes and headed south. Their landings could not be observed.
 - 9 July. No air activity was observed.
 - 12 July. At 9 a.m., three MiG-15s with oblong bodies under their wings took off and individually flew toward the south. No landings were observed. Two MiG-15s took off one after the other at 9:40 a.m. One of them landed at about 9:55 a.m. Between 10 and 11:30 a.m., flying was continuously practiced by MiG-15s. At 11:30 a.m., there was a thunderstorm.
 - 14 July. There was air activity between 7 a.m. and 2:30 p.m.
 - 15 July. Two MiG-15s took off at 6 a.m. Their landings could not be observed.
 - 19 July. During the morning, flying was practiced by MiG-15s. The sky was about 5/10 overcast. After 12 a.m., flying was stopped because of bad weather.
 - 23 July. Two MiG-15s took off at 8 a.m. and headed south.
 - 25 July. Between 10 and 11:30 a.m., there was air activity by MiG-15s. The sky was 5/10 overcast. Flying was discontinued because of rain.
 - 29 July. About 8:30 a.m., one MiG-15 took off and disappeared in the clouds. There was a 5/10 overcast.
 - 30 July. One MiG-15 took off at 8 p.m. and engaged in aerobatics.
 - 4 August. [redacted] observed from Wittstock that flying was continuously practiced by jet planes between 9 and 11 a.m.
 - 5 August. There was air activity by jet fighters between 7:30 and 9:30 p.m. At 9:30 p.m., four MiG-15s landed at the field. There was a low cloud base and poor visibility.
 - 6 August. Local flying was practiced between 7:30 and 11 a.m. and after 2 p.m. The weather was fair. The following take-offs and landings were observed:

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| Take-Off | Landing | Aircraft |
|------------|------------|--|
| 7:30 a.m. | | 2 MiG-15s |
| 9:10 a.m. | 9:20 a.m. | 1 PO-2 |
| 9:15 a.m. | 9:30 a.m. | 1 MiG-15 |
| 10:15 a.m. | 10:25 a.m. | 2 MiG-15s which engaged in aerobatics individually |
| 11:00 a.m. | 11:10 a.m. | 1 MiG-15 |
| 2:00 p.m. | | 1 MiG-15 |

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12 August. One MiG-15 each took off at 9 and 9:35 a.m. There was a 5/10 cloud base.

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13 and 18 August. Night flying by jet planes was heard between 9 and 10 p.m. (1)

2. On 6 August, four AA guns of about 80-mm caliber and without muzzle brakes, mounted on four-wheel carriages were observed on the western edge of the field. In the center of the gun site there was a wooden pole, about 3.5 meters high, on which rested a black box. From this box, a line extended to the tents south of the AA guns. (2)

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4. The following air activity was observed between 9 July and 12 August:
 9 July. Individual jet fighters practiced night flying over the field high above the clouds.
 10 July. High-altitude flying was again practiced. Between 2:10 and 2:20 p.m., 4 or 5 MiG-15s took off and flew individually toward the east. At 2:32 p.m., eight MiG-15s were counted on the landing field.
 11 July. One MiG-15 each took off at 10:45, 11:15, 11:17, 11:20 a.m., 12:20, 12:30, and 12:31 p.m. The sky was about 5/10 overcast. Between 12:25 and 12:35 p.m., heard the MiG-15s, which last took off heading northeast above the clouds.
 12 July. MiG-15s practiced local flying and flights above the clouds. The following take-offs were observed:

| <u>Take-Offs</u> | <u>Aircraft</u> |
|---------------------|-----------------|
| 9:58 a.m. | 1 MiG-15 |
| 9:59 a.m. | 1 MiG-15 |
| 10:15 a.m. | 1 MiG-15 |
| 10:16 a.m. | 1 MiG-15 |
| 10:20 a.m. | 1 MiG-15 |
| 10:21 a.m. | 1 MiG-15 |
| 10:22 a.m. | 1 MiG-15 |
| 10:28 a.m. | 1 MiG-15 |
| 10:29 a.m. | 1 MiG-15 |
| 10:30 a.m. | 1 MiG-15 |
| 10:36 to 10:40 a.m. | 5 MiG-15s |
| 11:00 a.m. | 1 MiG-15 |
| 11:01 a.m. | 1 MiG-15 |
| 11:03 a.m. | 1 MiG-15 |
| 11:06 a.m. | 1 MiG-15 |
| 11:08 a.m. | 1 MiG-15 |
| 11:14 a.m. | 3 MiG-15s |
| 11:20 a.m. | 1 MiG-15 |
| 11:29 a.m. | 1 MiG-15 |
| 11:30 a.m. | 3 MiG-15s |
| 11:33 a.m. | 1 MiG-15 |
| 11:37 to 11:40 a.m. | 5 MiG-15s |
| 12:45 p.m. | 1 MiG-15 |
| 12:54 p.m. | 1 MiG-15 |
| 12:55 p.m. | 1 MiG-15 |
| 12:56 p.m. | 2 MiG-15s |
| 1:46 p.m. | 1 MiG-15 |
| 1:47 p.m. | 1 MiG-15 |
| 1:48 p.m. | 1 MiG-15 |
| 1:51 p.m. | 1 MiG-15 |
| 1:52 p.m. | 1 MiG-15 |
| 2:03 p.m. | 1 MiG-15 |
| 2:09 p.m. | 1 MiG-15 |
| 2:15 p.m. | 1 MiG-15 |
| 2:16 p.m. | 2 MiG-15s |
| 2:23 p.m. | 1 MiG-15 |
| 2:30 p.m. | 1 MiG-15 |
| 2:35 p.m. | 1 MiG-15 |
| 2:39 p.m. | 1 MiG-15 |
| 2:41 p.m. | 1 MiG-15 |
| 2:45 p.m. | 1 MiG-15 |
| 2:52 p.m. | 1 MiG-15 |

flying continued until 6 p.m.

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14 July. There was local flying by MiG-15s with auxiliary fuel tanks until 11:45 a.m. The sky was very cloudy. One MiG-15 took off at 12:32, 12:35, 1:25, 1:26, 1:33, 1:33, 1:34, 1:37, 1:40, 1:41, 1:43, 1:45, 1:46, 1:48, 1:49, 1:50, 1:54, 1:55 and 1:56 p.m. respectively. After 2 p.m., local flying was practiced by MiG-15s.

15 July. Individual local flights and high-altitude flights were made. There were intermittent rain showers.

22 July. After 9 a.m., individual flights were made by MiG-15s, some of which flew over the clouds at a high altitude. Individual take-offs were made at 10:01, 10:14, 10:30 and 11:29 a.m. At 11 a.m., a twin-engine plane took off heading northeast. After 2 p.m., there was air activity by planes flying individually and in elements of two.

23 July. Individual local flights were made by MiG-15s. The sky was overcast.

24 July. Individual flights were made by single-engine, low-wing monoplanes.

25 July. After 11 a.m., aerobatics and local flights were made. The sky was overcast.

One MiG-15 had [redacted] (3) At 11:20 a.m., four MiG-15s were parked at the runway and 8 MiG-15s in front of the hangars.

29 July. During the morning, MiG-15s engaged in aerobatics. There was a 8/10 overcast. Take-offs were made at 10:23, 10:39, 10:47, 10:51 and 11:21 a.m. After 3:25 p.m. flying continued.

30 July. There was the same air activity as on 29 July.

5 August. Individual high-altitude flights and local flights were made by MiG-15s without auxiliary fuel tanks. The weather was fair. After 8:30 p.m., there was night flying by MiG-15s.

6 August. There was the same air activity as on 5 August.

8 August. Individual flights were made by MiG-15s between 10:30 a.m. and noon and between 1 and 6 p.m. One MiG-15 had [redacted]

12 August. Practice flights were made by MiG-15s between 9:45 a.m. and noon and between 2 and 5 p.m. The weather was fair. (1)

5. The Dumbo type radar set which was previously observed near the Red Mill Inn was removed in mid-July. [redacted] at the field which had [redacted]

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5. After 28 July, the three temporary buildings, No 40, at the field were still occupied by soldiers and officers who wore red-bordered black epaulets. (5) Every morning, 2 officers and 7 soldiers wearing light blue-bordered black epaulets came from the hill south of the approach road to the field and had their meals in the newly erected kitchen in the northern wing of Building No 30. Other officers and soldiers who were not stationed at the field ate in the same building. In mid-August, Building No 30 was occupied by a headquarters where officers and soldiers wearing red-bordered black epaulets were observed. A sentry wearing red-bordered black epaulets was permanently posted in front of the entrance to the temporary buildings in the southern wing of the building block. A colonel who wore the same service color and used sedan [] was frequently observed there. (6)

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7. On 30 July, a cook, a female cook and two Russians female helpers from each of the five kitchens at the field moved out for an exercise taking five field kitchens, tables and chairs along. On the same day, officers and soldiers also left the field. Of the officers who ate in messhall 2, Building No 22, 25 were absent on this day. On 8 August, the troops and cooks returned from their exercise which, according to soldiers, had been held along the Elbe River between Wittenberg and Dessau. The soldiers who were assigned to the so-called battalion said that they had done infantry training and firing practices and that they had lived only in the woods. (7)

25X18. [] learned the following information on the individual buildings:

Temporary buildings No 30 through 33. These four buildings were occupied by soldiers and officers who wore blue epaulets. The unit was designated "Battalion". Officers of this unit were observed going to Building No 12a to get their furlough certificates.

Building No 12a. The first floor of this building was occupied by a headquarters. The other floors were occupied by soldiers. The headquarters probably was the airfield commandants office. The commanding officer was a major. (8)

Building No 4. The first floor housed a headquarters, designated "Korpus", where the pilots received their leave certificates, money and additional food ration cards. The other floors of the building housed an officers' hotel. The married pilots lived together with their families in Buildings No 15 and No 16 of the former students company. (9)

Building No 24. This building housed quarters of the commanding officer of the field, allegedly Colonel Tsulof (fnu) and two other colonels. The colonels had red braid about 1 cm wide on the outside seams of their blue trousers of their dress uniforms. This braid were not on the field uniform.

Building No 12c. This building was occupied by the division headquarters including the office of the commanding officer of the field. Chief of the division headquarters allegedly was Colonel Nachalnik (fnu) who was married, [] and lived in Building No 27. (10)

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Kitchen No 1 for EN in Building No 22. It had four boilers each with a capacity of 250 liters and a large kitchen range. The soldiers of the battalion, all drivers, re-enlisted sergeants and guards ate there. The daily ration consisted of 200 grams of meat and a small piece of fish. It did not include any butter, white bread, biscuits, fruit or tomatoes. The re-enlisted sergeants got the same food as the officers.

Kitchen No 2 for officers in Building No 22. This kitchen which had two 150 liter boilers cooked for about 50 officers, 100 Russian maids and 30 Russian civilian employees of the administrative service. The chief of the hospital, the chief of the consumers' association and the chief of the officers club ate there. Chief of the kitchen was Sub-Lieutenant Irekhasne (fnu) who was subordinate to a senior lieutenant in charge of all the kitchens and the warehouse. The officers' daily ration consisted of 375 grams of meat, 150 grams of fish, 80 grams of butter, 50 grams of biscuits and an unlimited quantity of brown and white bread. Every second day, each person got about 200 grams of tomatoes or cucumber and canned fruit as dessert. The civilians received the same food as the officers. The Russian maids, however, did not get any butter, biscuits, white bread or vegetable.

Kitchen No 3. This kitchen which was called "Lotne", technical kitchen, was equipped with 7 or 8 boilers of 200 liters each. The ground personnel, mechanics and signal corps soldiers ate there.

Kitchen No 4. This was a small kitchen for officers of Building 22. No German personnel were allowed to enter this kitchen.

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Pilots' Kitchen in Building No 15. It was off limits even to all Soviet personnel, except for the pilots living in Building No 15. (11)

9. Lieutenant Colonel Ugerov (Dnu) with his wife, child and driver were billeted in the house located between buildings Nos 16 and 17. According to the Russians, Ugerov was the commanding officer of the pilots. Ugerov wore a metal badge in the shape of wings on his right breast. He ate in Kitchen No 2, although he belonged to the pilots' kitchen. Every day, he got a meal by request. (12) Other officers observed in the same messhall after 10 August included 15 majors who wore red-bordered red epaulets with a silver insignia representing hammer and sickle with a small red star in the middle. A lieutenant, a technician, who also ate in the officers' Kitchen No 2, wore an embroidered silver badge which had in its middle a circular and slightly vaulted plate of dark red sheet metal with crossed hammer and tongs in a light red. This badge was worn by many officers observed in the messhall of Kitchen No 2. A lieutenant colonel who did not eat there wore another badge representing embroidered golden wings, with a silver plate in the middle and two crossed golden shovels on the plate. Various soldiers and German civilians who were questioned did not know anything concerning the presence of a general at the field. (13)
10. On 9 August, soldiers were laying three thin lines along the road to Randov, beginning from the hill south of the approach road to the field. The poles along the road were used. The laying of lines was terminated at a point about as far as the hospital. [] observed for the first time some poles about 5 meters high and 100 to 150 meters apart, which extended from the Michenfelde DF station toward the hill south of the approach road to the field. The lines strung between the poles were fitted on glass insulators. From another mast of the DF station, lines extended to the Red Mill. The operating personnel of the DF station, consisting of two groups each of 5 soldiers wearing blue epaulets, were relieved every 12 hours. They belonged to the battalion in Buildings 30 through 33. The two groups were under the command of a senior lieutenant who ate in Kitchen No 2. (14) Between 13 and 15 August, trucks [] were observed at the field. 25X1
11. About 3:20 p.m. on 26 August, 30 jet fighters were counted on the western edge of the field. Eighteen of the planes were parked in the eastern section of the field, nine in front of the hangars, and 2 in front of the repair hangar, while a MiG-15 with [] took off. (3) It appeared from a distance of about 600 meters that among the jet fighters in front of the repair hangar there was one which was lower and had wings less swept back than those of the other jet fighters. Its air intake aperture was conspicuously large. (15) About 12:35 p.m., a formation of nine swept-back jet fighters approached in one line from the west, turned to the south, and changed to three V-formations while heading northwest. The first flight was formed by the three jet fighters which formerly flew at the left wing of the line abreast formation. There was also night flying by 3 to 5 jet fighters. There was intensive air activity by 5 to 9 swept-back jet fighters throughout the day on 29 August. The same air activity was observed on 30 August between 6 a.m. and noon. (1)
12. The six AA guns which were formerly observed between the approach road and the western gap in the fence were removed. (3) Three parallel bunkers were observed about 50 meters west of the repair hangars. Two of the bunkers were completed. They had one door each and were covered with earth. From 15 to 20 Russians were engaged in digging the foundation of the third bunker. There were three trucks which were being loaded with sand. (16) The radar set near the Red Mill was removed. The buildings of the Red Mill Inn were still occupied by soldiers and some motor vehicles. (4) A mast, 15 to 20 meters high with five guy wires was observed about 400 meters south of Berlinchen, 200 meters east of the Berlinchen-Wittstock road, in the acute angle formed by the latter road and the road leading toward Schweinrich. Three radio trucks were observed at the points where the outermost guy wires were moored. A block house was about 30 meters west of the mast. (17)
13. [] Comments.
14. Wittstock air field is still occupied by a fighter regiment. Aerobatics and high-altitude flights were recently increased. The regiment is believed to be ready for operation at any time.

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(2) The statements on the AA unit at the field do not agree with each other. A frequent change of units was also reported from other airfields. This change was generally connected with the transfers for firing exercise with live ammunition. The present report indicates that, on 6 August, only four guns of medium caliber were located at the field. Since the fighter airfields are generally occupied by light AA units a change is expected.

(3) The aircraft [redacted] reported for the first time. [redacted] was observed on an aircraft crate at Laerz airfield on 20 May 1952. [redacted]

(4) [redacted] was previously observed in Neuruppin. Previously, the Red Mill Inn was probably occupied by a signal unit which was identified with the radar sets at the field. According to a previous report, this unit was to move to the newly erected temporary buildings near the garages at the field. [redacted]. This may account for the observation that the Dumbo type set was moved to another location.

(5) For layout sketch of buildings at the field, see Annex. The numbers of the buildings mentioned in the report are keyed to this sketch.

(6) The temporary buildings Nos 38 through 40 are probably occupied by a signal unit and crews of the radar sets, who were previously quartered in the Red Mill Inn. These personnel probably belong to a radar school while the officers and soldiers who usually come from the Rocketaetter Hill to eat in Building No 38, are the crew of the Dumbo type radar set of the fighter corps headquarters which is located on Rocketaetter Hill.

(7) It is believed that the officers and soldiers participated in a command-post exercise of the Soviet Army, which was held in the Finsterwalde-Wittenberg-Dessau area from mid-July to 6 August.

(8) Temporary Buildings Nos 30 through 33 are probably occupied by personnel of the OATE, while the battalion headquarters is housed in Building No 12a.

(9) The headquarters mentioned probably is the headquarters of the fighter regiment. The designation "Korpus" may indicate that the corps headquarters is concerned.

(10) According to available information, Wittstock airfield is not occupied by a fighter division headquarters but the headquarters of the Northern Air Corps of the Twenty-Fourth Air Army. However, the officers mentioned may belong to the headquarters of the ATD.

(11) These statements show that the field is heavily occupied by non-flying personnel and that there are considerable differences in the rations of the various types of personnel.

(12) Lieutenant Colonel Ugrrov is reported for the first time. He probably is the commanding officer of the fighter regiment.

(13) Contrary to this report it is believed that the fighter [redacted] corps is under the command of a general. According to previous information General Smyrnov is stationed in Wittstock. [redacted]

(14) The report shows that there is a connection between the DF station and the radar installation on Rocketaetter Hill and between the latter radar installation and the command post at the field.

(15) This information on a new version of a jet fighter is received for the first time. Since [redacted] apparently could compare the new version with the MiG-15s parked in front of the repair hangar the information appears credible, but further details are required.

(16) Since AA guns were previously emplaced in the southwestern corner of the field it is believed that barracks buildings for the AA units are located there. Similar underground temporary buildings were observed at Laerz airfield. [redacted]

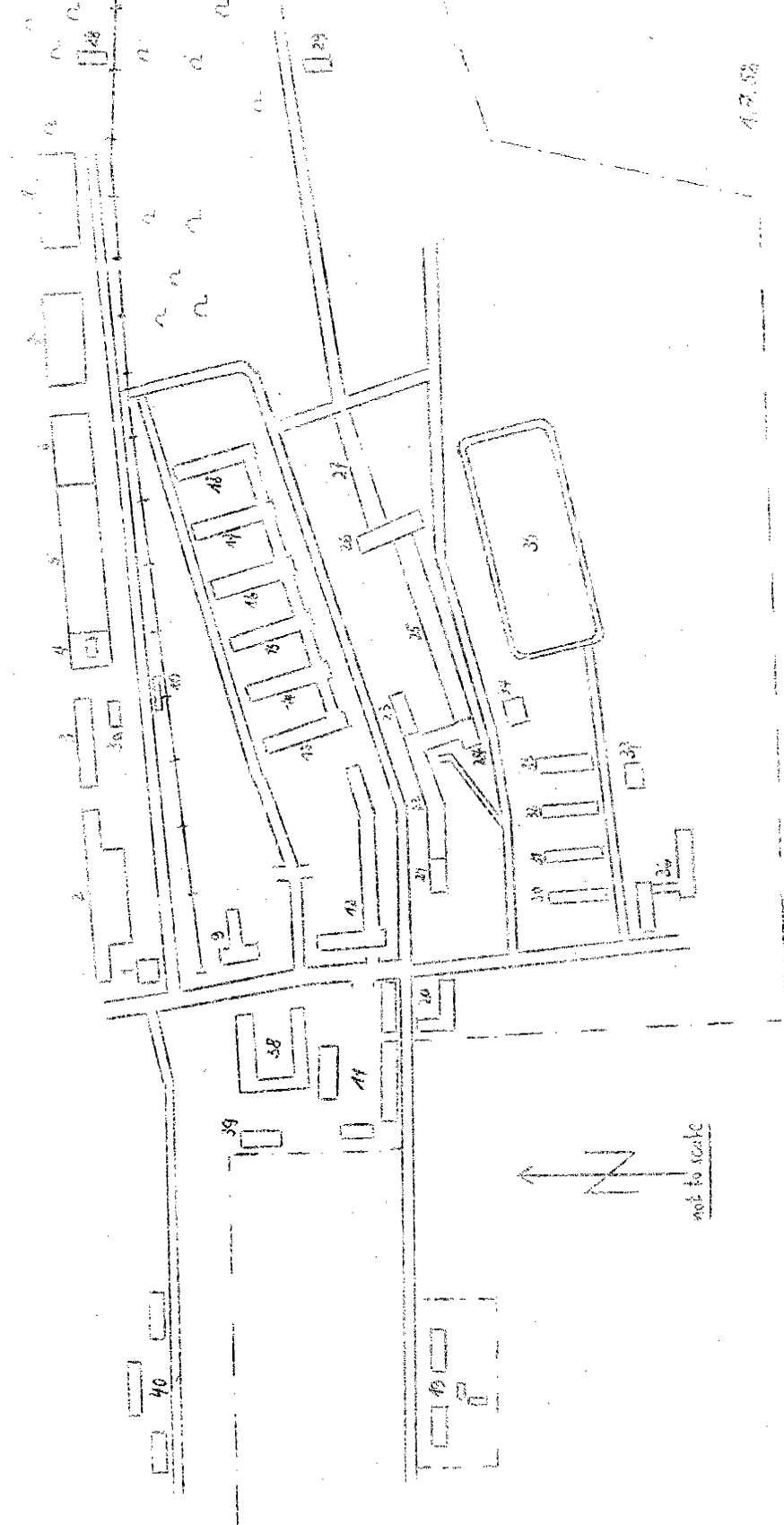
(17) The radio installation with one mast may be assigned to a unit stationed in at Wittstock airfield.

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Hittstock Airfield
Landing field



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Legend: See next page.

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Wittstock AirfieldLegend:

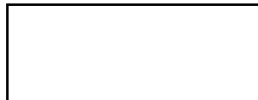
- 1 Brick building housing consumers' shop, tailor's shop and shoe-maker's shop
- 2 Brick repair hangar
- 3 Brick building, fire department
- 3a Brick tower of fire department
- 4 Brick building, officers' hotel
- 5 Brick building, messhall, motion picture theater etc.
- 6 Brick motor vehicle repair shop
- 7 Brick hangar
- 8 Brick hangar
- 9 Brick building housing carpenter's and locksmith's shops and heating installation
- 10 Brick shed with motor vehicle spare parts depot and loading ramp
- 11 Four sheds; southern and western sheds are brick structures and are used as garages; northern shed houses offices
- 12 Brick building housing headquarters, bank, post office
- 13 Brick building, billets for Russian women
- 14 Brick building, occupied by Russian women and a general
- 15 Brick building, occupied by flight personnel
- 16 Brick building, occupied by flight personnel
- 17 Brick building, second floor not ready for occupation
- 18 Brick building, again ready for occupation; still vacant
- 19 Brick building, occupied by MVD personnel
- 20 Brick building, guardhouse
- 21 Brick building, officers' hotel
- 22 Brick building, officers' and EM kitchens
- 23 Brick building housing barber's shop and photographer's shop
- 24 Brick building, billets for three colonels
- 25 Brick building, officers' hotel, soldiers' quarters and kitchen

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- 26 Brick building, ration supply depot
- 27 Brick building, occupied by officers' dependents
- 28 Brick building, aviation gasoline dump with pumping station
- 29 Brick building, radio station
- 30 Brick buildings, billets and offices
to
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- 34 Concrete elevated bunker, telephone exchange
- 35 Parade ground
- 36 Brick hospital
- 37 Brick elevated bunker housing radio trucks; former gas chamber
- 38 Wooden temporary buildings, billets for signal unit
- 39 Wooden temporary building, stables and pig sty
- 40 Wooden temporary buildings, vacant at present, formerly occupied
by Keen office

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